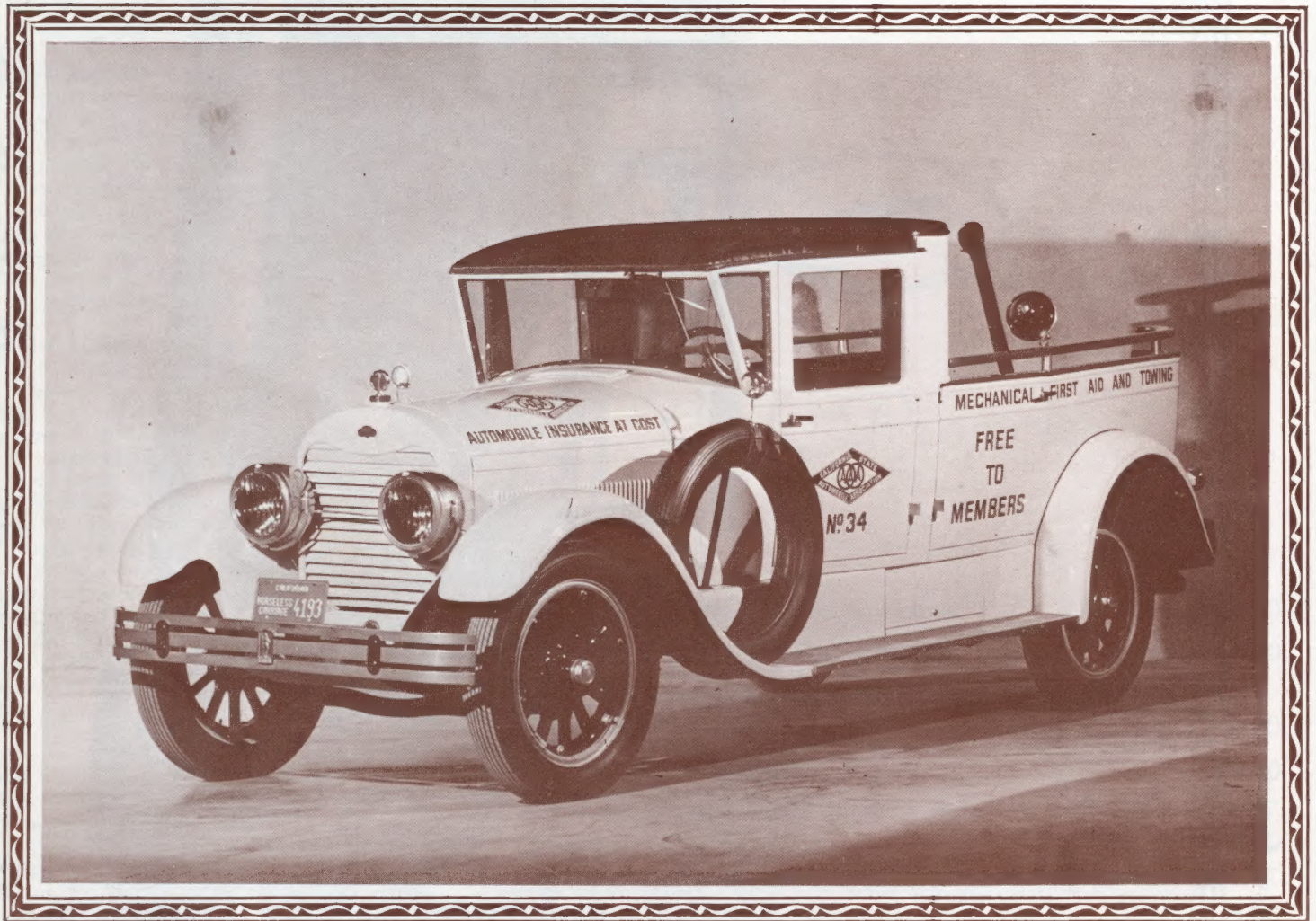


The FORK *and* BLADE

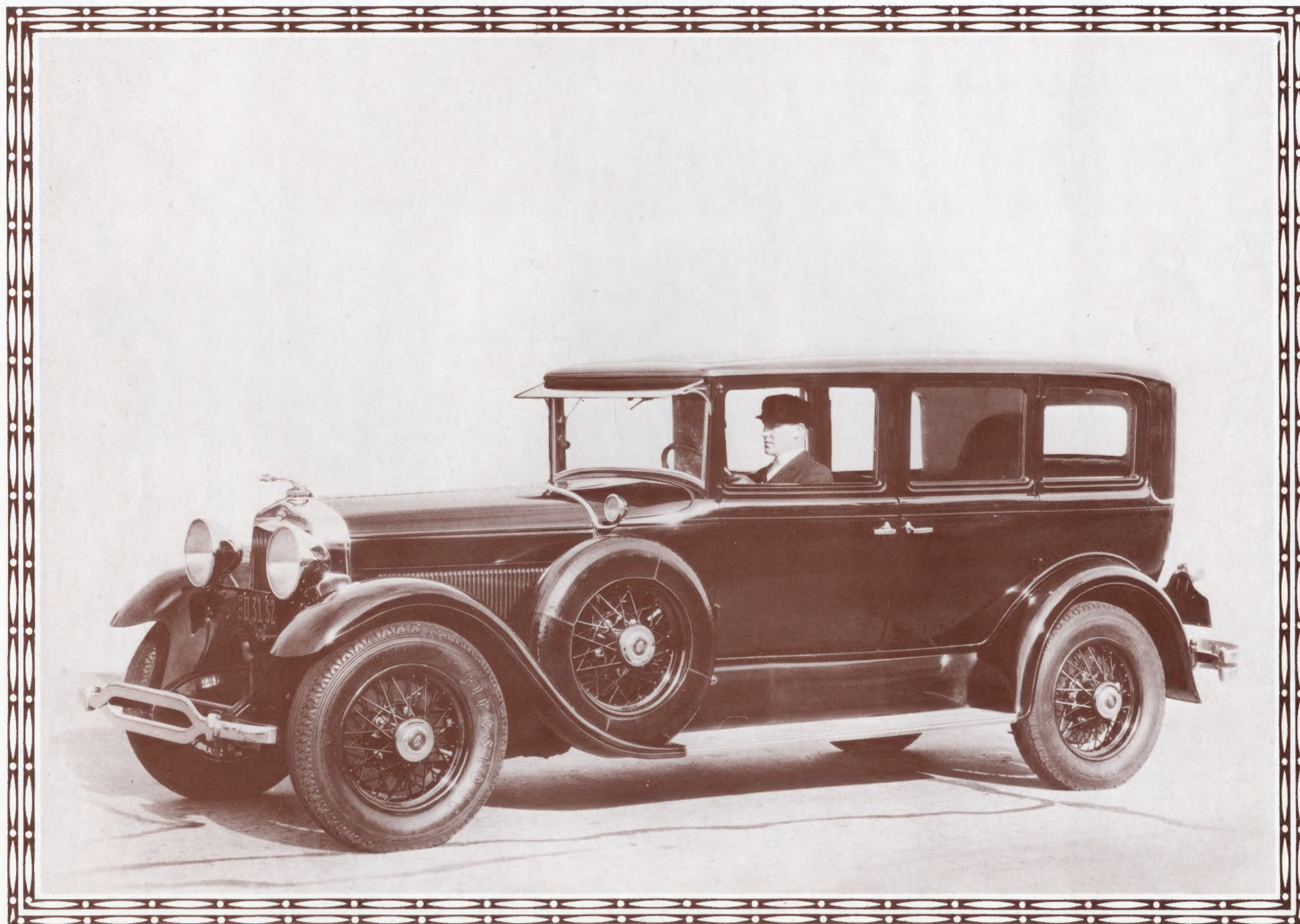
THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

VOLUME 18 NUMBER 2

MARCH-APRIL 1979



1930 7-Passenger Sedan
Tanner Line Limousine Service, Los Angeles



"Dick" Whittington

The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, IL 60102

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Rick Zobelein

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, IL 60102. Second Class postage paid at Algonquin, IL. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

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2510 Alameda

San Mateo, Ca. 94403

PUBLICATION DEADLINES

December 15..... Jan.-Feb. Issue
February 15..... March-April Issue
April 15..... May-June Issue
June 15..... July-August Issue
August 15..... Sept.-Oct. Issue
October 15..... Nov.-Dec. Issue

MEMBERSHIP DUES are \$10.00 a year, of which a portion is applied to a calendar year subscription to the FORK & BLADE magazine. Memberships are nonretroactive and commence on January 1 or date paid, and expire on December 31. New memberships received between November 1 and December 31 are valid for the remainder of the year in which paid, plus the following year.

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Club Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
4. L Lincoln Shop Manual	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, IL 60102.

EDITORIAL

As this issue goes to press, the first revised Fork & Blade has already arrived at your mailbox. However, to me it is old hat and time to ink up for the next edition. Since this issue will not be available till April, whatever news that is current today is history tomorrow. The old adage "plan ahead" becomes a necessity when one considers the lead time on each issue. On page one is a list of publication deadlines that will be adhered to in order to maintain continuity and establish some form of discipline for the editor.

While planning ahead, I want to note that because of the success of the Western "L" picnic, arrangements are being made for two Western meets this summer in California. Tom Powels will direct the gathering in Southern California while Bob Sohl will spearhead a meet in Northern California in the Santa Cruz area. Both of these gentlemen will need YOUR assistance so please make contact with them.

According to the roster, there are Lincolns in other parts of the United States besides the Midwest and Far West. Why not get a few regional meets going in the North and South? Remember, putting on a regional meet does not have to be a big Hollywood production. Half the fun is touring to a predetermined location and the other half is visiting with fellow members.

Taking a step in another direction, there has been a lot of talk going around about the cancellation of the Reno Swap Meet. If there is a "Reno" type meet this year, the LOC will make an effort to set up a stall at the meet to acquaint the public with the fact that there is a Lincoln Owners' Club, an organization comprised of great cars and fine people. There is no reason to be standing in the shade behind other clubs and groups of the same marque or Classics of other origins.

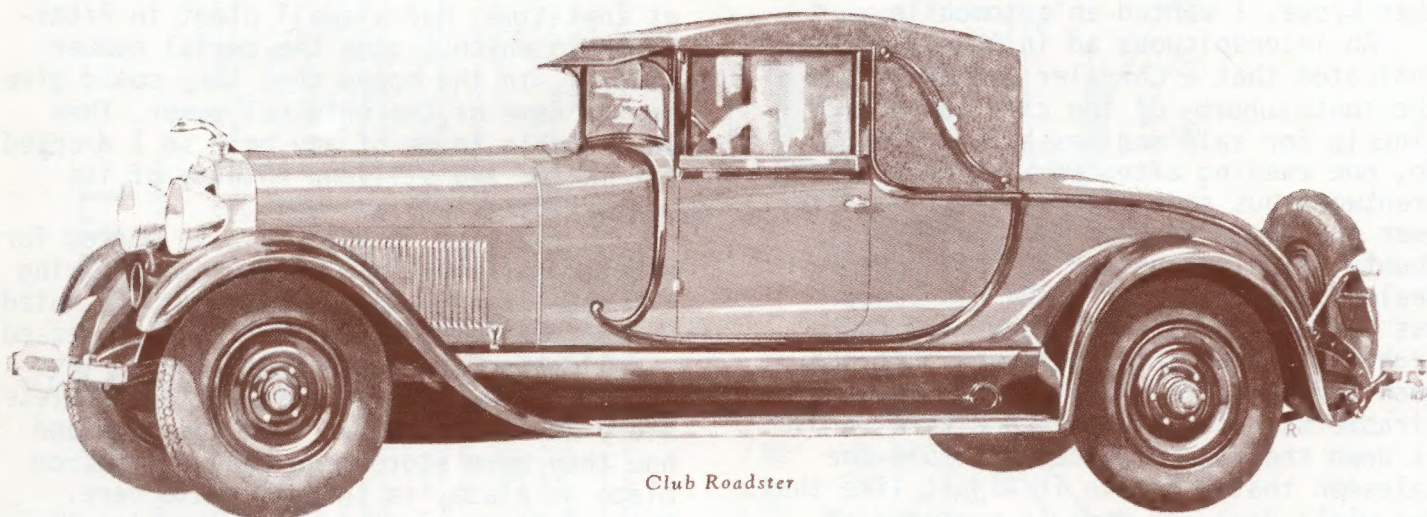
Smoke signals on the horizon indicate an interest in special projects again. At the top of the list is the "L" Master Parts Manual, a very sought after item of which only a few are in existence. If you wish to have a copy, immediately write, wire or phone Mr. Harper, our projects chairman. If there is enough demand, a supply might follow.

In closing I would like to thank Ed Linotti and Tim Nill for their continuing contributions to the Fork & Blade. Without their interest there would be no era ads (both foreign and domestic) appearing on the rear cover and special interest articles from magazines that have long since retired.

Also, a very special thanks to Lorin Sorensen of Silverado Publishing Co., publishers of Ford Life, The Fordiana Series, and FoMoCo 75th Anniversary Book, for allowing us the use of his files in the search of material for this magazine.

My 1929 Lincoln

by R. Wellwood



Club Roadster

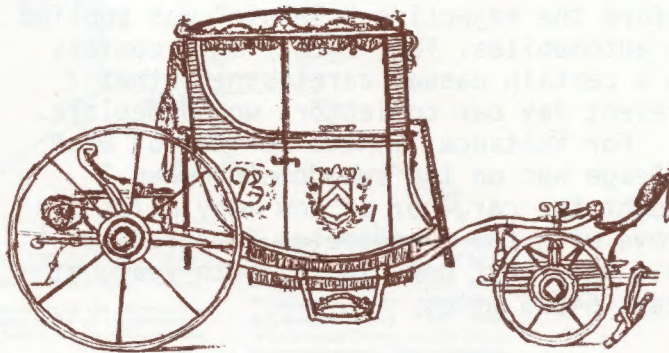
*From Post Chaise
to Club Roadster*

Part 1

Toward the end of the 18th century, there appeared on the roads of England what were known as "post chaise", sprightly vehicles for cross country travel. The body of this carriage presented a profile whose fine proportions and simple grace possessed the timeless quality of Greek and Roman architecture. Enlarged and embellished, it became the "full dress" chariot of the 19th century nobility.

Well into the 20th century, the familiar outline was still discernible, transplanted from between the "C" springs and rumbling wheels of the horse-drawn carriage, it sat with singular dignity on the chassis of many a motor car. The convertible coupe which Locke designed for the "L" Lincoln, was one of the latest and most beautiful of these. Built by the Lincoln Motor Company and introduced as the Locke Club Roadster in 1928, 600 were produced in the following two and a half years. There were minor mechanical dif-

ferences in 1929 and 1930, along with the usual options in paint, upholstery, wood or wire wheels and spare tire placement. The body itself remained unchanged until the middle of 1930. What follows tells the story of how I came upon one of these cars and what I have done with it.



Post Chaise

On a dark and stormy evening in February of 1941, I arrived in Pittsburgh to join the H.K. Porter Company. I came by train, choosing not to let the start of a new job in a strange city where I had no place to live be complicated by the purchase of a car in the dead of winter. Soon, however, I had a comfortable room in the Cathedral District, and having learned my way around a bit, when the weather broke, I wanted an automobile.

An inconspicuous ad in the local paper indicated that a Chrysler dealer in one of the southsuburbs of the city had a 1929 Lincoln for sale and was asking \$75.00. So, one evening after work, I boarded a Brentwood bus and, after meandering all over the lower reaches of Allegheny County, finally arrived at this Chrysler dealer in Broughton, Pa. My old Lincoln was parked far back and away from the lights and fluttering pennants that had been strung up to highlight the more desirable used cars. I kicked a tire, drove it down the road a piece, and told the salesman that I'd take it - just like that. The whole deal was done in a matter of minutes. The salesman was glad to be rid of a "dog" that would be hard to sell, and I had dependable (if not economical) transportation.

The purchase of the Lincoln was not accompanied by much of the ecstasy usually associated with the acquisition of an undoubted classic. Ecstasy, if it shows, is no help in striking a bargain; but then, I have already owned a Kissel, two Cadillacs and a Minerva, so my blase attitude was not entirely put on.

These days it is hard to imagine the scorn with which these "classics" were regarded in 1941. I consider myself an early pioneer, possessed of a deep appreciation of these fine vehicles more than a decade before the adjective "classic" was applied to automobiles. Yet, even I must confess to a certain casual carelessness that present day car collectors would deplore.

For instance, I have no idea of what mileage was on the speedometer when I bought the car, nor of how many miles I drove with the speedometer inoperative. I only know that now, in its 50th year, it reads 64675 miles.

I did make an effort to learn something of its first twelve years on the road, but did not have much success. The key to the car, when I bought it, carried a tag suggesting that it had been one of a job lot of used cars that had been shipped in from out of the state; and there was as I recall, a sticker on the door post indicating that the oil had been changed at a filling station in Danbury, Conn. Ford, at that time, had a small plant in Pittsburgh to which I took the serial number (54550), in the hopes that they could give me the name of the original owner. They were unable to be of any help so I dropped the matter and still no nothing of its history from 1929 to 1941.

In the last 50 years I have worked for a dozen different employers, exemplifying the mobility for which Americans are noted. During the last 40 years, I have possessed a collection of classic cars, never less than two, nor more than four. The complete story of what the turn over has been and how they were stored and maneuvered from place to place, is inappropriate here. Much of it does not involve the Lincoln; but how it fared within this framework will be the subject of Part II: The Mobile American.

(Special thanks to our Vice President, Virginia Jansen for submitting this continuing story for our readers to enjoy)

in Quality —

it is a

Lincoln!



LINCOLN V-12—1934-35-36-37

CAPACITIES:
V-12 (136" w.b.)—1934
V-12 (145" w.b.)—1934
V-12—1935-36-37
(Ball End Fittings—Free Wheeling optional on 136" w.b. 1934; standard on 1935 and 145" w.b. 1934—Power Brakes—Spiral Bevel Gears)

Gas Tank	Cooling System	Differential	Transmission
26 gal.	32 qt.	6 pt. or lb.	6 pt. or lb.
26 gal.	32 qt.	6½ pt. or lb.	6 pt. or lb.
26 gal.	32 qt.	6 pt. or lb.	6 pt. or lb.

- CHASSIS**
- 1. Spring Bolt—Chassis Lubricant.
 - 2. King Pin—Chassis Lubricant.
 - ▲ 3. Front Wheel Bearings—Wheel Bearing Grease. Remove wheel, clean and re-pack bearings only.
 - 4. Tie Rod—Chassis Lubricant.
 - 5. Spring Shackle (2 places)—Chassis Lubricant.
 - 6. Brake Cross Shaft—Chassis Lubricant.
 - 7. Spring Shackle (2 places)—Chassis Lubricant.
 - 8. Spring Seat—Chassis Lubricant.
 - ▲ 9. Rear Wheel Bearings—Wheel Bearing Grease. Remove wheel, clean and re-pack bearings only.
 - 10. Spring Shackle (2 places)—Chassis Lubricant.
 - 11. Spring Shackle (2 places)—Chassis Lubricant.
 - 12. Rear Wheel Bearings—Wheel Bearing Grease. Remove wheel, clean and re-pack bearings only.

- 13. Spring Seat—Chassis Lubricant.
- 14. Spring Shackle (2 places)—Chassis Lubricant.
- 15. Brake Cross Shaft—Chassis Lubricant.
- 16. Drag Link—Chassis Lubricant.
- 17. Spring Shackle (2 places)—Chassis Lubricant. On 1937, top fitting reached from under hood.
- 18. Tie Rod—Chassis Lubricant.
- ▲ 19. Front Wheel Bearings—Wheel Bearing Grease. Remove wheel, clean and re-pack bearings only.
- 20. King Pin—Chassis Lubricant.
- 21. Drag Link—Chassis Lubricant.
- 22. Spring Shackle (2 places)—Chassis Lubricant.

- UNDER CAR**
- 23. Drain Crankcase—3,000 miles Summer, 2,000 miles Winter.
 - 24. Pedal Shaft Bearings—Chassis Lubricant (fitting).

- 25. Clutch Release Bearing—(1934) Cup Grease (grease cup); (1935-36) no lubrication required; ▲ (1937) Wheel Bearing Grease. Remove inspection plate, substitute fitting in hub bearing to lubricate, reinstall plug.
- ▲ 26. Transmission—Capacity 6 pt. or lb. Gear Lubricant.
(See Note E.) 1934 1935-36-37
Above 32 deg. F. SAE 110 SAE 160
Below 32 deg. F. SAE 90 SAE 90
- ▲ 27. Universal Joint—Gear Lubricant (fitting).
- ▲ 28. Differential — See capacities at top of chart. Extreme Pressure Gear Lubricant.
Above 32 deg. F. SAE 160 EP
Below 32 deg. F. SAE 90 EP or 110 EP
- 29. Replace Crankcase Plug.

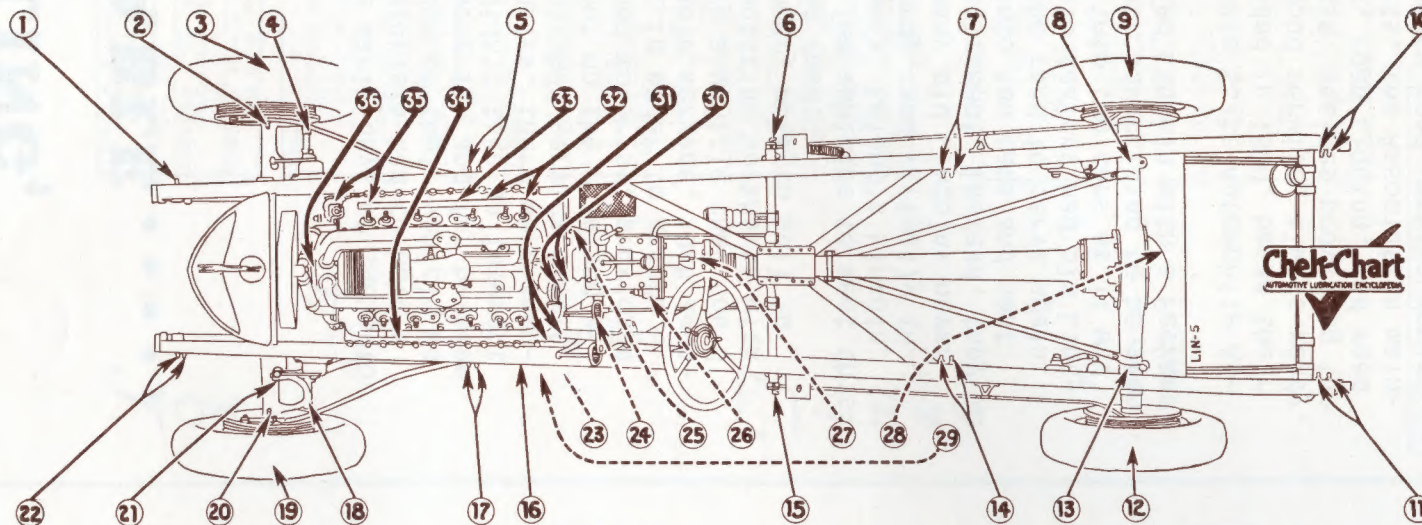
- UNDER HOOD**
- 30. Distributor (2 places)—Engine Oil (oil cups).
 - ★ 31. Steering Gear (2 places)—Gear Lubricant (fittings). Fill no higher than worm adjusting nut lock. Excess will damage switch and lock.

- 32. Starter (2 places)—Light Engine Oil (oilers).
- 33. Water Pump—Chassis Lubricant (covered fitting).
- 34. Fill Crankcase—See capacities at top of chart. Engine Oil.
Above 90 deg. F. SAE 40
90 to 32 deg. F. SAE 40
32 to 0 deg. F. SAE 20W
Below 0 deg. F. No. 20W
- 35. Generator (2 places)—Light Engine Oil (oilers).
- ★ 36. Fan—Cup Grease (grease cup).

- NOTES:**
- ▲ A. Shock Absorbers (Houde)—Fill with special Shock Absorber Fluid.
 - B. Springs—Fitted with metal covers. Apply Special Graphite Grease, using special tool.
 - ★ C. Air Cleaner—Wash in gasoline, dry, dip in new SAE 50 Engine Oil, drain and replace.
 - D. Battery—Under front floorboards, right side.
 - E. Free Wheel Unit—If so equipped, it is automatically lubricated from transmission.
 - F. Power Brake Cylinder—Remove hose connection on cylinder and inject 2 oz. special oil into cylinder. Cylinder unit to be removed to distribute oil around cylinder wall.
 - ▲ G. Brake Cables—Special Graphite Grease. Partial disassembly or special tool necessary.
 - H. Spray or Oil Can Points—Spray or oil all clevises, joints, rods and rubbing points under car and under hood.

THERE ARE 45 LUBRICATION POINTS ON THESE MODELS REQUIRING 6 DIFFERENT LUBRICANTS.

LINCOLN V-12—1934-35-36-37



MILEAGE LEGEND

- Lubricate Every 1,000 Miles
- ★ Lubricate Every 2,000 Miles
- ▲ Lubricate Every 5,000 Miles
- Lubricate Every 10,000 Miles

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Chek-Chart
AUTOMOTIVE LUBRICATION ENCYCLOPEDIA

READY, WILLING, & ABLE



Back in the early days of the automobile, many motorists had to have a working knowledge of their vehicle as service shops were few and far between. For those who didn't take an interest in roadside repairs, there were agencies with established service fleets that could go out on the road and assist the stranded motorist, providing help as needed. In order to assure quick and reliable service, such agencies had to have a vehicle they could depend on; an untiring workhorse with a reserve of power, able to pull in anything off the road.

One of the few vehicles to meet this criteria was Henry Leland's Lincoln. Well built, sturdy, and virtually indestructible, many old Lincolns never saw an early retirement. Instead, they were modified into tow cars and sent back out onto the road to serve again. Many Ford/Lincoln dealers had old Lincolns converted into tow cars as it was judged to be poor advertising to be seen towing a disabled Lincoln with a Packard or Cadillac.

The California State Automobile Association, founded in 1900, based their reputation on good service, always ready, willing, and able. Besides providing the usual road maps, road signing, and road condition reports, the Association maintained an emergency road service department. From 1923 thru 1934, the Association maintained a fleet of tow cars and motorcycles at their garage located at 150 Van Ness in San Francisco. In 1967, the Association resurrected an "L" Lincoln and restored it to "like new" condition. This tow car originally began



life as a 1922 Brewster Sedan. First sold at a Lincoln/DeSoto agency in Modesto, California, the car was eventually repurchased by the agency and converted for use along Highway 99, the old inland route from Los Angeles to Sacramento. The vehicle now sports the Association's colors of canary yellow with blue trim and is displayed at numerous events and meets throughout the Bay Area.

Referring to the accompanying photos, it is evident that this Lincoln is "ready to roll" at any given moment. Besides the traditional tow dolly mounted on the rear platform, there are extra tool compartments located in the runningboard splash aprons. Also, as standard equipment are ample supplies of oil and gasoline, along with a jump battery and large spotlight for night time emergency service.

The Association is quite proud of Old No. 34, the granddaddy of their service fleet. Because of their enthusiasm, and interest, another fine Lincoln has been preserved, even though modified from its original style, to be seen and admired by all who share an interest in the days of motoring past.

(Special thanks to Mr. A.T. Rohner, Public Relations Manager, California State Automobile Association, for his help in the research of this article.)



»1933«

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by
Tim
Nill

LINCOLN 6-passenger sedan '28, \$850
Write or phone for free pamphlet of
used-car industry.
GREER ROBBINS CO.
PR. 2857 1160 S. Figueroa

LINCOLN '27 Buann sedan, 4-wheel
brakes, excellent condition. Sacrifice
\$445, terms 1021 S. VERMONT

LINCOLN Jenkins coupe, 1926 5495
\$100 down Trades, 1201 S. Figueroa

LINCOLN 'S' 1928 LIMOUSINE
The interior and exterior of this beautiful car will amaze you. It has been chauffeur driven, in the hands of one owner since new. It defies description. It must be seen to be appreciated. Ideal for mortician or high-class rent car company. Now \$495. Easy terms. GREER-ROBBINS CO.
1160 S. Figueroa. Prospect 2857.

LINCOLN '32 V-12 town sedan ... \$2425
A custom model with 6 wire wheels, fender wells, finished in dark brown upholstery to match. 90-day guar. Maddux, Inc., 1353 N. Vine. GL 5172

LINCOLN 5-pass. sedan, 1929 model. Registered first in 1931. Low mileage. Exceptionally clean. Bargain. PR. 4818. AUBURN CAL. CO., 1366 S. Figueroa.

LINCOLN '31 standard town sedan, 6 wire wheels, local car, good paint, rubber, will wholesale, good paint & rubber. Nash Dealer, 1329 S. Figueroa.

LINCOLN '30 2 coupe, de luxe, reconditioned & very clean. \$350 down, terms, trade. Don Lee, 7th & Bixel.

LINCOLN '30 5-passenger, 4 door, Dietrich body, 6 NEW Vogue tires, 434 S. Westmoreland, Federal 6835.

LINCOLN sedan, 1928, completely rebuilt. Will sacrifice for immediate sale. 241 S. Swall Dr., OXFORD 9153.

LINCOLN '28 de luxe phaeton, 6 w.w. Perfect. \$100 down. 5801 S. Vermont.

LINCOLN '29 town car, chauffeur driven. \$785. 1243 S. Alvarado st.

LINCOLN '30 sport phaeton \$875
A. W. Kiel, 6145 Hollywood, GL 4458.

LINCOLN '26 coupe, must sell, make offer. Spencer Kennelly, 4074 S. Vermont.

YOU BE THE JUDGE
OF THE OUTSTANDING VALUES
OF THE FOLLOWING HIGH-
GRADE USED CARS

'32 Lincoln V-12 Town Sedan. \$2425
'32 Lincoln V-12 5-pass. sedan. 2425
'30 Lincoln V-8 Town Sedan. 985
'30 Lincoln V-8 Limousine ... 900
'28 Lincoln limousine 425
'26 Lincoln Roadster 125

'29 Cadillac Town Sedan.....\$ 575
'29 Packard Club Sedan..... 575
'29 Packard Conv Coupe 495
'29 Pierce-Arrow Limousine... 495

Each of the above cars have been completely rebuilt and are guaranteed to you by
MADDUX, INC.
LINCOLN DEALERS
1353 NO. VINE. GL 5172.

LINCOLN 3-window Le Baron Sedan, 1927 model. Equipped with new Silvertown tires; upholstery and finish perfect. Mechanically A-1. Taken in trade from local party. Will sacrifice for only \$485. Terms. 507 S. FLOWER

LINCOLNS. ALL MODELS.
REBUILT AND GUARANTEED.
\$200 TO \$3000.
MADDUX, INC., Lincoln Dealers.
1353 N. Vine St. Gladstone 5171.
1059 S. Figueroa. GLadstone 5172.

LINCOLN 1928 sport 4 phaeton .. \$895
Lincoln 1927 custom 7 sedan. \$895
Lincoln '26 Le Baron coupe .. \$495
All 6 wire wheels, fender wells. A-1.
\$165 down. Trades. 1201 S. Figueroa.

≈≈

Fashions That Make for Comfort with Smartness

By
NAN McINTOSH

On the Country Motor Trip

MODELS FROM SAKS
FIFTH AVENUE
NEW YORK

ALWAYS ATTRACTIVE—THE SUIT OF MANNISH MIXTURE

In perfect taste is this dashing, simple model. It has comfortable knickers underneath the wrap-around skirt and large patch pockets to contribute quite a military air. One may select it in a number of good-looking colors—both light and dark. Especially effective when worn with one of the new flannel sports shirts. Here, too, the hat of velour is the smartest and most wearable.



THE MOTORIST WHO KNOWS WEARS THIS
TAILORED COAT OF IMPORTED
SHETLAND TWEED

There's nothing like the absolutely tailored coat for motoring—in town or country. For the woman who drives her own car it is indispensable. Here is a model that will win instant approval, not only for its splendid fabric and tailoring, but for its stunning line and detail as well. In the new tans or greens it is equally smart. A high, colored felt is just the thing to wear with it.

THE KNICKER SUIT WITH THE
CAPE TO MATCH

It's a three-piece suit, of course, with a trim wrap-around skirt that one may wear right over the knickers, if one prefers. Finely tailored of cheviot from England—sturdy enough to withstand many week-end trips—distinctive enough to enter the smartest roadside inn. The cape is the full, circular model that is so extremely becoming and comfortable; and a velour hat tops it all.

PHOTOS BY
LUCAS-KANARIAN

LINCOLN

M O T O R C A R S

*Your first ride in a LINCOLN car will disclose
to your delight that the developments and
betterments which distinguish it are
neither slight nor theoretical*



TWELVE
B O D Y
T Y P E S

The moment you engage the clutch and the car is under way, you know that here is a mechanism whose very character is different from anything you have ever known.

From that first moment your experience is one of constant revelations.

These revelations continue day after day, and month after month, until you have encountered the entire range of diversified road conditions with which a motor car must grapple.

You discover that not only does the LINCOLN annihilate distance with less apparent effort and with greater comfort to its passengers, but that it triumphs over adverse travel factors in a way that is more masterful and more confidence inspiring than you ever thought was possible in a motor car.

LINCOLN MOTOR COMPANY, DETROIT, MICHIGAN

LELAND-BUILT

The Market Place



FOR SALE

1928-1929 wood spoke wheels, brake drums and restored hubcaps. Contact: Paul Van Stratton, 8850 N. Riverview, Kalamazoo, Mich. 49004. (616) 344-5714; evenings only.

K tail lite lense (late style) \$100.00. Contact: Charles Jones, 121 Midway Dr., Woodland, Calif. 95695. (916) 666-2250

K V-12 Lincoln, aluminum body, recent paint job, four new Lester white-walls, speedometer reading 39,055. Vehicle is all original. \$10,000.00. Contact: Burt Austad, Goodhue, Minn. 55027. (612) 923-4510

1933-1939 K hood bumpers, \$100.00 a set of four, plus exchange.

1933-1936 cigar lighter knobs, \$30.00 each.

1932-1939 K license plate clips (bottom of plate), front & rear, \$8.00 ea
Contact: Del Beyer, 5646 Pleasant Hill Rd. Hartford, Wi. 53027.
(414) 673-2561

1931 right front welled fender, rusty, \$225.00; Three 19" wire wheels, \$50.00 each.

1932 radiator shell, \$150.00. Contact: P.A. Zamba, 1010 Merchant Street, Ambridge, Penn., 15003. (412) 266-3680

1929 engine and transmission in frame, rear axle hsing. and front axle with wheels, (six spoke wheels) plus other parts. All \$1500.00.
Contact: Jack Smith, 9910 Brick Rd. Norwich, Ohio, 43767.
(614) 872-3174 evenings.

K V-12 distributor, \$100.00 ; wire wheel(late style), \$65.00; Willoughby body tag, \$50.00.

KB accessory full wheel covers (4), \$200.00

1933-1934 front bumper complete, less center bolt, \$250.00.

K hubcap, late style with excellent medallion, \$75.00.

(CONTINUED)

1932-1934 front license plate bracket, \$50.00
1931 custom car catalogue, \$375.00
Script Lincoln jack & handle, \$75.00
L Lincoln Book of Instruction, 4th edition, June 1, 1923, \$65.00.
Contact: Charles Jones, 121 Midway Drive, Woodland, Cal. 95695.
(916) 666-2250.

WANTED

1929 wire wheel hubcaps. Will exchange for 1930 wire wheel hubcaps.
Contact: Paul Van Stratton, 8850 N. Riverview, Kalamazoo, Mich.
(616) 344-5714, evenings only.

1922 L, two Kelsey 23" rims; front bumper.
Contact: Donald G. Lashmit, Rt. 2 Box 302, McLeansville, North
Carolina, 27301. (919) 697-0255.

1937-1939 Steering gear. Also interested in purchasing an L or K
Lincoln. Contact: G. Lettieri, 132 Old Main St. Rocky Hill,
Conn. 06067. (203) 529-7177.

1931-1933 brake cables, right side actuating lever on backing plate.
1933 KB new king pin set, cover for water pump (or dimensions of).
1931-1933 shock absorber linkage.
1932-1934 right side mud pan.
1933-1939 Hard locks and Hard key blanks. (or is it Hurd; editor)
1933 Light switch knob for dash; window crank handle (brown knob).
1933-1934 Clock, door post dome lite switch, Toggle switch for rear
compartment lights, rear window shade, sales literature or
pictures for 1933-1934 Judkins Berline.

1933-1939 Intercom microphone (Dictograph), metal ash tray holders for
rear arm rests. Contact: Stewart A. Cairns, 1650 E. 22nd Ave.,
Vancouver, B.C., Canada, V5N-2P4

1931 K or 1932 KA in good unrestored condition; prefer 5 passanger
(or less) body type, closed or open style, with original uphol-
stery. Any leads greatly appreciated. Contact: David G. Rehor,
25080 Franklin Park Drive, Franklin Mich. 48025.
(313) 626-1224

1930 5 passanger sedan, Lincoln Body #169B. Need escutcheon (trim)
plate for inside door lock latch handle. This is a different
trim plate than on the '29 series. Generally found on Lincoln
production bodies only. Contact: Rick Zobelein, 2510 Alameda,
San Mateo, Calif. 94402. (415) 573-1876, evenings.

1933 KB Rt. engine splash pan. Contact: Jack Hoffman, 514 E. Walnut,
Horicon, Wis. 53032.

1933-1934 Radiator emblem. Contact J. Hordubay, Oldfields School,
Glencoe, Md. 21152

F & B back issues: Mar-Apr '71; Jan-Feb, Nov-Dec '72; Jan-Feb, May-June,
July-Aug '74; Jan-Feb '75; Jan-Feb, Mar-Apr '76. Contact:
Bob Sohl, 1101 Martin Rd. Santa Cruz, Cal. 95060

Cowboy star George O'Brien, at the Iron Horse Stable in Southern California, poses in front of his new 1933 Phaeton. With him is Arthur Hatch, Lincoln Factory Sales Manager. Hatch often went out into the field to personally assess the buyer's reaction to the luxury Lincoln his sales organization was responsible for.



Armonia

Perfetta armonia di linee, armonia di marcia silenziosa e regolare, senza scosse, senza sobbalzi, qualunque sia la velocità della corsa; ecco alcune caratteristiche della Lincoln, l'insuperata fra le moderne vetture di lusso.

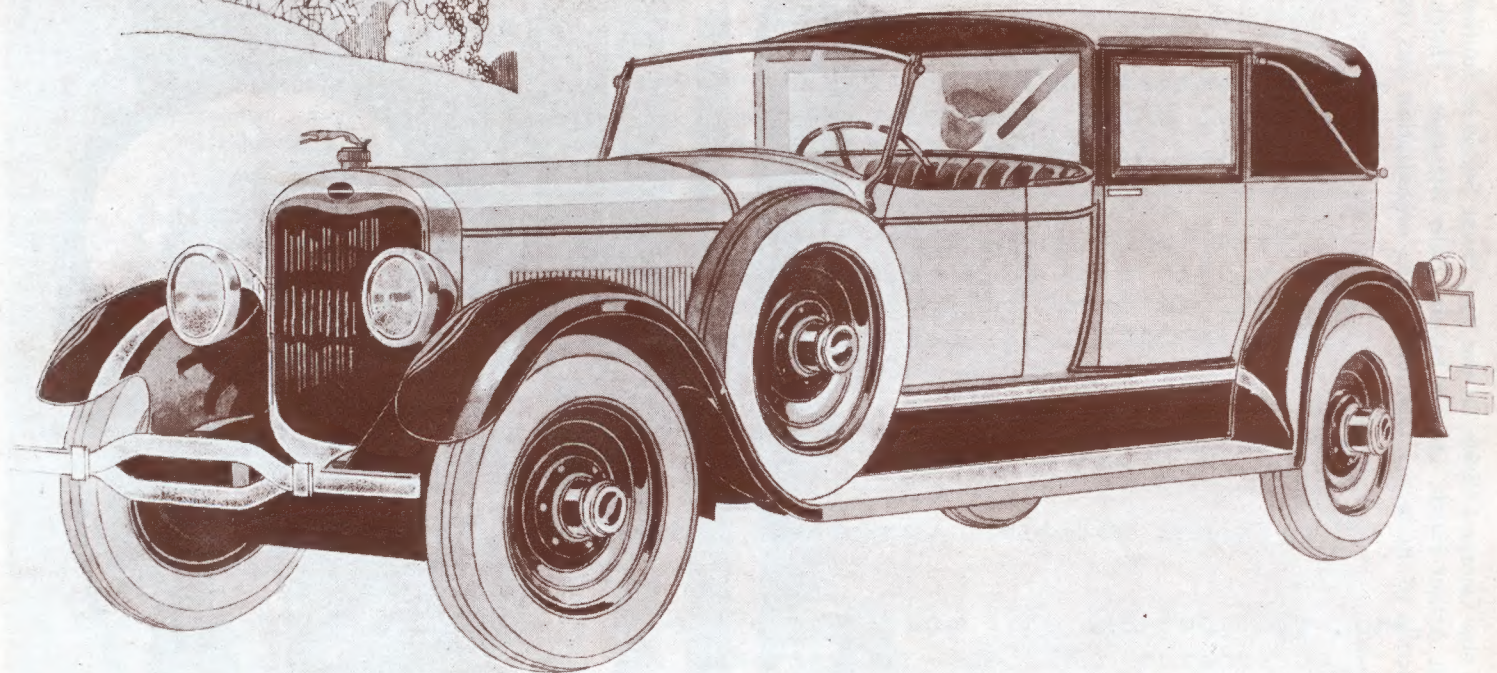
Con questa magnifica 8 cilindri potrete ridurre, arrestare e riprendere la più rapida andatura in 13 secondi, come pure potrete affrontare in presa diretta le più rapide salite.

La stessa macchina vi permetterà, sempre in presa diretta, di attraversare un luogo abitato alla velocità di 4 chilometri all'ora.

Ma ciò che non può essere illustrato è l'andatura della Lincoln morbida e silenziosa, e quell'impressione di forza e di sicurezza ch'essa desta e che vi fa comprendere il misterioso valore delle parole: velocità, quiete, benessere.

La Lincoln è la più perfetta fra le moderne vetture di lusso.

FORD MOTOR COMPANY D'ITALIA - S. A. TRIESTE



LINCOLN